

Commercial Crew Transportation Capability (CCtCap)

Interim Update 3 – Introduction

NASA released the draft Request for Proposal (dRFP) for Commercial Crew Transportation Capability (CCtCap) on July 19, 2013, with 2 subsequent Interim Updates and postings of Questions and Answers. As we continue to be responsive to industry requests to share information incrementally and prior to the release of the RFP, NASA is providing additional updates on likely changes to the RFP. For traceability to the released version of the dRFP, these updates are provided showing ‘tracked changes’. The accompanying information with this document is also considered draft and we invite industry to comment on these sections and provide feedback to aid NASA in refining the RFP. As we get closer to the release of the final RFP, we may not be able to provide written answers to questions that you provide.

NASA requests that all comments be provided via email and include company name, point of contact, and phone number. Responses are to be submitted to the KSC Contracting Officer to ksc-cp2@mail.nasa.gov no later than November 6, 2013 at noon (Eastern Time).

CCtCap Contract Structure

NASA’s strategy for CCtCap contract structure continues to evolve in response to additional information from industry and greater understanding of the interconnections between the certification effort and the Post Certification Missions (PCM). After careful consideration, NASA finds that CLIN 004, Capabilities in Excess of Requirements, adds more confusion and complexity than it provides in benefits. Our intention is to not include CLIN 004 in the final RFP. We wish to emphasize that CCtCap CLIN 002 PCM pricing is intended to be comprehensive and include all capabilities of an offeror’s CTS. Rather than capture CLIN 004 capabilities and pricing in the proposals, NASA may request any additional capabilities if needed as part of the Task Ordering clauses. Any additional implementation expenses will be proposed and negotiated on mission by mission basis. NASA’s approach to the final RFP continues to accommodate evaluation of those capabilities inherent in your design that exceed stated contract requirements, should you choose to include them in your Performance Work Statement (PWS).

Page Count

In the draft RFP, page count limitations were established for the Technical/Management volumes combined, the Small Business volume, and the Past Performance volume. Subsequent to the draft, changes in the RFP approach have caused NASA to reconsider the page count limitations we previously provided. In particular, much of the content originally intended for the proposal volumes, like the approach to insight, has been shifted to non-page limited parts of the RFP. Page limitations must balance demands for adequate information in order perform the evaluation with optimal speed and efficiency of the evaluation process. Based on these

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revisions to the overall approach, we are intending to revise the page count limitations for the combined Technical/Management volumes downward from 300 pages to 250 pages.

Default Clause Deviation

NASA is currently pursuing a deviation to the standard FAR Default clauses (Ref FAR clause 52.249-9, *Default (Fixed-Price Research and Development)* and FAR clause 52.249-8, *Default (Fixed-Price Supply and Services)*) to establish a cap on the potential excess re-procurement remedy available under that clause. In particular, the deviation would limit potential excess re-procurement costs to \$200M, in the event of a termination for default. Throughout the development of the CCtCap RFP, NASA has carefully attempted to balance the risk that each party will be responsible for, and as a result of this continuing analysis, and considering inputs from industry, we believe that this proposed deviation is part of an overall solution to balancing the respective risks of the parties. CCP does not propose this deviation in isolation, but as part of the multitude of revisions and considerations that are included in the CCtCap RFP. It is important to note that this is a proposed deviation; it has not yet been approved by NASA HQ Office of Procurement.